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United States Environmental Protection Agency
Office of Civil Enforcement, Special Litigation and Projects Division
INVESTIGATIVE ACTIVITY REPORT

Case Name:

SOUTH DAYTON DUMP AND LANDFILL
SITE ID: B525NS00

Reporting Office:

CHICAGO

Subject of Report:

INTERVIEWS OF WASTE HAULERS
INTERVIEW DATES: May 16-19, 2005

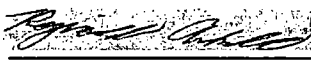
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Region 5

Related Files:

Reporting Official and Date:

Approving Official and Date:

 5/23/2005
Reginald Arkell, CI

INTRODUCTION

On April 27, 2005, a request was made by the EPA Office of Regional Counsel, Region 5, to the EPA Office of Civil Enforcement, Special Litigation and Projects Division, for investigative assistance in the matter of the South Dayton Dump and Landfill (SDD) in Dayton, Ohio (the Site). The Site operated as a waste disposal facility from about 1941 to 1996 and was owned by Alcine Grillot during much of this time. Landfill operations resulted in soil and groundwater contamination from vinyl chloride, trichloroethylene, and other pollutants which pose a threat to the underlying drinking water aquifer and the adjacent Great Miami River. Information request responses from potential responsible parties (PRP's) and information developed in another Superfund site investigation identified transporters and generators that may have hauled or had wastes transported to the SDD. A total of 10 former waste haulers from Industrial Waste Disposal (IWD), nka Waste Management (WM); General Motors (GM), nka Delphi; and National Cash Register (NCR) were interviewed. Contact was also made with field representatives from North American Security Solutions (NASS) in Dayton, Ohio. The information below was obtained.

DETAILS

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INVESTIGATIVE ACTIVITY REPORT**

Robert J. Dalton, 4 Circle Drive, West Milton, OH 45383, (937) 698-3390; Interviewed at his residence on May 16, 2005; Date of Report: May 17, 2005

- ▶ Robert Dalton stated that he worked for IWD/WM for a total of about 37 years, beginning in 1962 until he retired about 6 years ago. He worked as a truck driver hauling refuse during only about the first 1½ - 2 years of this time. He hauled waste from industrial plants/factories, restaurants and residential areas. He worked as a dispatcher for the truck drivers during much of his career. He also worked in sales beginning in about the late 1960's. He coordinated new accounts and inspected customer waste operations. He later worked as an operations manager beginning some time in the 1970's. This consisted of overseeing the drivers and dictating route schedules.
- ▶ Mr. Dalton was shown various maps of the SDD. He did not have any recollection that he or anyone at IWD/WM ever hauled waste to this area or to the adjacent vicinity now known as Dayton Power and Light. He said IWD/WM covered a 15-20 mile radius of downtown Dayton during his entire time with the companies. He identified the Dorothy Lane Landfill, which was located southeast of the SDD site in the vicinity of S. Dixie and Springboro, as an area where IWD/WM hauled. IWD/WM also hauled to the Valleycrest Landfill. He gave a deposition in downtown Dayton about 10 years ago concerning contamination at the Valleycrest Landfill. IWD/WM also hauled to various other sites in Montgomery County, including one west of Dayton on Vance Road. He said much of the waste from factories was obtained through the use of compactors which were large rectangular roll-off containers that were dropped off at the customer's location. These containers were more efficient than other types as they compacted the trash on-site so that they were able to hold a larger quantity of material. They were typically 42-yard containers that were not to be used for any kind of liquid or hazardous wastes.
- ▶ Companies he could recall that IWD/WM hauled from included several GM plants: Inland facility in Vandalia; a Delco facility downtown; and a large facility on Dixie Drive north of Route 40. There was also Dayton Tire and Rubber in Rosedale west of Dayton. There was generally one pickup per day from each of these facilities. IWD/WM hauled a compactor 2-3 times per week from Premier Rubber and Byproducts on the

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northeast side of Dayton. They hauled a compactor about three times a week from Colorpack in Franklin about 3 times per week. The wastes from Colorpack included paint containers/cans that had been emptied but still had paint residues in them. Another customer was Monarch Marketing south of Dayton on Route 725. They had a compactor that was hauled away about 4-5 days per week. This company had a subsidiary by the name of Base Materials that had an open 30-yard container with wood, cardboard and cans was hauled away about 2 times per week. Presto Adhesives south of Miamisburg had a 30-yard open container containing run-of-the-mill trash which was hauled 2-3 times per week.

- ▶ Mr. Dalton said there were numerous other smaller companies in the Dayton area that IWD/WM hauled from, however, he could not recall their names. These customers generally would of had smaller 30-yard open top roll-off containers that were hauled less frequently. He said that all of the compactors and open top containers were for nonhazardous waste such as cardboard, cans, paper, etc. He said he was unaware of any hazardous wastes that IWD/WM may have transported as he and other drivers did not typically pay much attention to what was in the loads.

Exemption 6 - Personal Privacy

Exemption 6 - Personal Privacy. *Brookville, OH 45309, Interviewed at his residence on May 16, 2005; Date of Report: May 17, 2005*

- ▶ **Exemption 6 - Personal Privacy** stated that he was employed by GM from about 1951 to 1989 for a total of about 37 years. His first ten years was at a facility known as Aero Products or the Inland facility in Vandalia where propellers for airplanes were made. He worked at the two Delphi GM plants during the remainder of his employment: one on the north side of Dayton and one on the south side. These plants were sold by GM after he retired.
- ▶ While at GM, he worked as a factory worker in manufacturing running stamping equipment and other machines which made automobile parts. He was made a foreman for manufacturing in about 1967. He worked in maintenance about his last 10-12 years with GM. He had oversight for all aspects of maintenance, including electrical, air conditioning, furnace, and other external and internal components of the facilities during different periods. He was in charge of salvage

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operations during about two years near the end of his career at GM. While in this department he was responsible for transporting refuse from the facility for disposal. While in the salvage section, he had oversight for two truck drivers: John Morgan, who is now deceased, and an individual with the last name of [Exemption 6 - Personal Privacy]. [Exemption 6 - Personal Privacy] was the previous salvage operations manager at GM.

- ▶ [Exemption 6 - Personal Privacy] was shown several maps depicting the SDD site. He said wooden skids or pallets were the only material he was aware of that was transported from GM to the Site or to the adjacent property where Dayton Power and Light is now located while he was salvage operations manager. These were transported in open top dump trucks from the GM facilities several days a week. One load might consist of about 30 skids. There was an unknown company that would purchase some skids for about 5 cents a piece. He did not know who the owner/operator was of the Site. Although he is familiar with the location of these sites, he never had occasion to go onto these properties within the course of his employment.
- ▶ He mainly worked at the north side plant on Needmore Road at Wagoner Ford Road about one mile east of I-75. The south side plant, which is now demolished, was located at 1420 Wisconsin at the intersection with Stewart. The north side plant had an on-site waste water treatment plant that accepted plating, paint and coolant wastes for processing. He did not have any responsibility for any sludges generated from this process. He did not know who worked in this area. GM sold waste oil from the machinery process, both for cutting and lubrication, to an unknown company for about \$300.00 per barrel. He did not know where it was transported.

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- ▶ GM had substantial asbestos waste from the manufacturing process of automobile brake linings. This waste was deposited into heavy duty bags and disposed at another unknown landfill and not the Site to his knowledge. GM sold empty drums to a company by the name of Queen City Drums.
- ▶ The GM plants had an anchor pack or compactor at each plant site which was an enclosed rectangular container with an open back which was used to dispose of cardboard and paper waste. He estimated the container's dimensions to be about 40' x 8' x 8'. The back door could be closed to ram or compact the waste. It was not used for hazardous waste. This container was transported to the Pennicoe Road Landfill about once a day.
- ▶ He recalled that, on about two or three occasions, concrete flooring was removed at the plant for the installation of new equipment. There was gravel underneath that may have been contaminated with plating solutions or other hazardous wastes. These wastes were hauled by an unknown company to somewhere in Indiana. GM generated less hazardous wastes in later years as they got away from making parts that required plating.

Exemption 6 - Personal Privacy

Brookville, OH 45309, Exemption 6 - Pers

Interviewed at his residence on May 16, 2005; Date of Report: May 18, 2005

- ▶ Exemption 6 - Personal Privacy stated that he worked for GM at the two Delphi facilities from about 1956 to 1991 for a total of about 35 years. He started as a co-op while he was studying chemical engineering at the University of Cincinnati. He was a production engineer, a.k.a. manufacturing engineer, at the south plant from about 1960 to 1965. He then began working at the north plant as a production engineer. As a production engineer, he did analysis of plating equipment and effluent, which included hydromation and coolant systems. He also worked as a supervisor/foreman in these areas. He was transferred to salvage operations in about 1975 before going back to production engineering in about 1981.
- ▶ While in the salvage department, Exemption 6 - Personal Privacy was responsible for the transport of scrap materials out of the plants and supervising truck drivers. Wastes hauled by the GM truck

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drivers primarily consisted of scrap skids, empty barrels, plastic buckets (which had contained zinc), and broken up concrete from the floors when modifications were made to the plant and equipment. These wastes were taken to the SDD as it was in close proximity to the south plant. The truck drivers included Joe Hinton, who is deceased, [Exemption 6 - Personal Privacy], [Exemption 6 - Personal Privacy] of New Knoxville west of Dayton, and one other man whose name he cannot remember. The number of waste runs averaged about one truckload per day depending on construction and other activities at the plants at any given time.

- ▶ [Exemption 6 - Personal Privacy] said he rode along with his drivers on about 3-4 occasions when they transported wastes to the SDD. He did not recall there being any attendant or check in procedure. He could not identify specific areas where refuse was deposited at the Site. However, he recalled that there were certain areas where each type of waste was to be deposited. He did not know of other haulers or generators that used the SDD site. He could not provide any information about the adjacent Dayton Power and Light area. He recalled from talking to truck drivers that the Grillot brothers were the owners of the SDD site. Drivers had a key for the SDD gate.
- ▶ GM had GMC cabs that hauled primarily 20-yard containers in addition to 40-yard boxes to the SDD. GM also had compactor trash containers that were hauled to the Montgomery County incinerator off Webster Street that was used while it was open. This was about one mile away from the north plant. Fly ash from the south plant from general waste burning at GM may also have been transported to the SDD.
- ▶ Unknown hazardous waste haulers were used by GM to remove used cutting oils, lubricants and paint wastes in 55-gallon drums. These contractors also removed plating wastes in tanker trailers. He says these were not hauled to the SDD. GM had a very strict policy of logging and tracking all hazardous waste that was removed from the facility. Asbestos wastes from the brake manufacturing process were sealed in plastic bags and hauled in 40-yard containers to the Powell Road landfill near Needmore Road. He understands that the Powell Road landfill is a Superfund site.

Clay Lowe, 140 Indianola Avenue, Dayton, OH 45405, (937) 279-0716;

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Interviewed at his residence on May 17, 2005; Date of Report: May 18, 2005

- ▶ Clay Lowe stated that he will soon be 75 years old and has lived in his home for 38 years. He worked for NCR from about 1947 until 1980 for a total of about 33 years. He did not have any blemishes on his work record. He recalled receiving a 25-year gold pin and certificate that he has never even opened. He is upset with the company because they had recently taken away life insurance benefits from retirees like himself while corporate officers were making millions of dollars. He said he has told only one lie in his entire life. That was when he was hired by NCR and he told them he was 18 years old when he was only 16. He told them his real age when he retired. He was a truck driver his entire time at NCR. He belonged to a union. He worked transporting finished products, supplies, materials and wastes. There were numerous buildings at NCR that were numbered from 1-34. He routinely moved items amongst these structures. He drove the number 13 dump truck. He said that he and Exemption 6 - Personal Privacy are the only truck drivers from NCR that are still alive.

- ▶ Mr. Lowe said he served in the U.S. Marines for an unknown period in the early to mid 1950's. He believes he went back to NCR again as a truck driver in 1955. He remembers the year because he is an avid coin collector and he recalled when the new set of coins came out. He said that he transported wastes only during about the mid 1950's to the mid 1960's of his employment at NCR. He said plating operations, in part, took place in or nearby building no. 27. He recalled backing up his dump truck to a dock at this building where plating wastes were loaded. A lot of these wastes also came from building no. 4 nearby. He was able to chrome a lot of components for his boat there. He described the plating wastes as a sludge-like material grey in color and containing various acids and cyanide. These were inside sealed 25-gallon drums that were loaded onto his truck. He said another driver was primarily responsible for transporting these wastes on a daily basis to the SDD. This driver is now deceased and he would not identify him. He did mention that one of the deceased truck drivers is Harold Hemberger. Mr. Lowe said it was common knowledge by NCR employees that plating wastes were taken to the SDD. Mr. Lowe transported these wastes to the SDD on Saturdays and other days when the regular driver was unavailable. The number of these drums transported on any

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given day varied. There was an individual by the name of "Doyle" who used to work at the SDD. Mr. Lowe could not identify any particular area at the SDD where wastes were deposited. They could have been put anywhere at the Site.

- ▶ Plating wastes were also hauled from building no. 28. The night shift would clean out plating tanks in building no. 27. He estimated that about 4 containers, which were 55-gallon drums, were transported from these areas on a daily basis. These drums were only about one-half full so they could be lifted more easily and poured into the back of the dump truck. He described these plating sludges as grey in color with an odor like solvents and/or acids.
- ▶ He said NCR had a \$50.00 a month contract that allowed the company to bring an unlimited quantity of wastes to the SDD. He and other NCR drivers also disposed plating sludges on NCR property in or near an old canal bed by the Erie River. They usually did this when they were pressed for time. He said that, beginning in the mid 1960's, IWD began hauling refuse including plating sludges from NCR because they could do it more efficiently. Mr. Lowe was not involved in hauling the plating sludges when IWD came in.
- ▶ Mr. Lowe said that, for the most part, he could not provide information about other haulers or companies that had wastes transported to the SDD. He was aware that GM had wastes hauled there but he could/would not say how he knew this.

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Walter Trimbach, 1325 Cobblestone Street, Dayton, OH 45432, (937) 253-5820; Interviewed at his residence on May 17, 2005; Date of Report: May 18, 2005

- ▶ Reference is made to an investigative report from CI Margaret Herring, dated May 14, 2005, which documents her telephonic interview of Walter Trimbach on April 26, 2005. CI Arkell subsequently met with Mr. Trimbach at his residence. Mr. Trimbach acknowledged that he had spoken to CI Herring awhile back concerning his employment at NCR and the company's waste disposal practices. Mr. Trimbach generally confirmed the information in that report. However, when shown a map of the SDD area, he denied that he ever hauled wastes to this location.
- ▶ Mr. Trimbach said that, when he was with NCR, he began as a helper with a driver hauling mostly wood waste such as pallets to an area he knew as the Broadway dump in the vicinity of the SDD. There was another dumping area he knew as the Grove Landfill that was located south of the SDD between E. River Road and Vance Road adjacent to and west of the river. He said the information documented in CI Herring's report refers to plating and oil wastes that he hauled to the Grove Landfill. He said there was a usually a big pit in the ground near the river where these wastes were disposed at the Grove landfill. These disposal practices occurred from about 1951 when he finished his military service in Korea until an unknown period in about the 1960's. IWD then started hauling wastes from NCR and he was not involved further in waste hauling. Mr. Trimbach denied that plating or oil wastes were ever disposed on NCR property.

Exemption 6 - Personal Privacy

Bellbrook, OH 45305, Exemption 6 - Personal Privacy Interviewed at her residence on May 17, 2005; Date of Report: May 18, 2005

- ▶ Exemption 6 - Personal Privacy stated that she is the daughter of Kenneth Grillot who passed away in 1987 after suffering from Alzheimer's Disease. He had worked for years at Huffman Manufacturing (Huffy) where he was a bicycle "model maker" before working to help his brother at the SDD from some time about in the 1950's to the 1960's. She recalled that he sat in a trailer with a coke machine and a telephone at the SDD. He would answer the telephone by stating "South Dayton Dump." She said her father typically worked there from about 3:00 am

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to 4:00 pm. Her family eventually had to stop him from driving and going to work as the Alzheimer's Disease progressed. She recalls bringing home wood flooring from the SDD that her father said had been transported there by NCR after they had torn down one of their buildings.

Exemption 6 - Personal Privacy could not provide any firsthand information about operations at the SDD relating to generators and transporters of waste brought there. She was shown several maps depicting the area but could not say where any particular type of waste was disposed. She rarely went to the SDD. She said that her uncle, Alcine Grillot, had a son by the name of Exemption 6 - Personal Privacy and a daughter, Exemption 6 - Personal Privacy, who may be able to provide information. Alcine and Kenneth had another brother by the name of Cyril who had sons by the names of Exemption 6 - Personal Privacy. She believes Exemption 6 - Personal Privacy is in the construction business and Exemption 6 - Personal Privacy may be an accountant. She has not been close with her extended family over the years and cannot provide information as to their whereabouts. She would not even be able to recognize any of these relatives.

She has a vague recollection that a man by the name of Charlie Pence (phonetic) may have owned the SDD site property or a landfill nearby. Pence may also have operated a used car lot. Alcine and/or Kenneth had an unknown friend who had worked at GM and lived on Indian Ripple in Dayton, however, he is deceased. A man by the name of Keefer (phonetic) was the attorney for the SDD business. She believes Cyril may of had a business partner by the name of Bash (phonetic).

Exemption 6 - Personal Privacy

Dayton, OH 45431, Exemption 6 - Personal Privacy

; Interviewed at his residence on May 17, 2005; Date of Report: May 18, 2005.

Exemption 6 - Personal Privacy worked as a truck driver for IWD/WM from about 1969 to 1998. He primarily drove front end loaders that lifted containers and dumped them into the back of these vehicles. He typically hauled nonhazardous wastes from department stores, restaurants, and other businesses. The type of containers he emptied did not typically contain hazardous wastes. Hazardous wastes were usually deposited in 20-yard or 50-yard rolloff open top containers of various sizes and "lugger" containers that were similar but much smaller in size.

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- ▶ He hauled hazardous wastes from a few facilities briefly during the early portion of his career. He only did this on a few occasions on weekends and/or when he was filling in for other drivers. He was shown several maps of the SDD Site. However, he could not be sure if the Site or an area nearby to the east on Cardington Road was where he may have hauled these wastes. (Note: See page 17 below regarding statement made to NASS investigators that he definitely did not haul to the SDD after he viewed their picture of the Site.) He believes the Cardington Road dump closed in about 1985. Typically, there were holes dug in the ground at the landfill where he would dump the container contents. There was an attendant at the dump who logged where they had hauled from and the quantity of waste. He recalled hauling hazardous waste from Delco at Woodman Drive and Dorothy Lane. He did this about one-half dozen times on weekends when he was filling in for other drivers. The waste hauled from Delco was a heavy sludge-like material in big box containers. He also hauled similar material from the Delco downtown facility near 1st and Webster about one-half dozen times on weekends both Saturdays and Sundays. He could not describe the waste material in further detail.
- ▶ He identified other drivers who may have transported hazardous wastes on a more routine basis. These included: Exemption 6 - Personal Privacy, who recently retired and lives in Miamisburg; Vernon Vincell who was with the company 25-30 years.; Max Clucas who drove to all of the dumps; and Exemption 6 - Personal Privacy, who lives in Huber Heights.
- ▶ Exemption 6 - Personal Privacy hauled sludges from Globe Industries to the Pennicoe dump at or near Gettysburg Road but not to the SDD site.
- ▶ He hauled paint thinners/waste and sludges from Roberts Consolidated, a distributor of chemicals on Janey Road when he first started with IWD. He recalled his cab motor running up on him when the material got near the exhaust of his truck. He hauled rolloff containers from the facility everyday to either the Cardington Road dump or SDD for about 6 months.
- ▶ Exemption 6 - Personal Privacy hauled from Lambers Barrel near Radio Road and Smithfield Road. He understands that Exemption 6 - Personal Privacy and Vernon Vincell hauled hazardous wastes from this facility. Exemption 6 - Personal P

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only hauled paper and cardboard waste from this plant in the early 1970's from about 1974 to 1975.

- Exemption 6 - Personal Privacy said IWD had purchased the Blaylock waste disposal business before he was hired. Danis later bought the company which then sold it to WM in about 1991. He recalled that other employees at IWD would have to clean out the waste containers because sludges would build up on the inside. Ohio regulations became stricter over the years and WM began to transport hazardous wastes to Pennsylvania.

Exemption 6 - Personal Privacy *Miamisburg, OH, Exemption 6 - Personal Privacy;*
interviewed at his residence on May 18, 2005; Date of Report: May
19, 2005

- Exemption 6 - Personal Privacy stated that he is 57 years old. He is a Viet Nam veteran. He worked for IWD, which was bought out later by WM, from September 11, 1967, to March 12, 2003, when he retired. He never held any particular position. When he started, he performed different tasks everyday or whether the boss asked him to do. This could be helping a driver on a particular waste hauling route or working at a particular customer such as Frigidaire. He began working as a route driver some time later.

- Exemption 6 - Personal Privacy was shown a map depicting the SDD site. He stated that this area is not the location he knew as the South Dayton Dump. He marked an area on the map that he knew as the South Dayton Dump located north of West Dorothy Lane and West of S. Dixie Highway adjacent to and south of a location marked as Calvary Cemetery. He hauled wastes to this area via an access road which ran west and perpendicular to S. Dixie Highway. He said this dumping area had been owned by Blaylock Trucking before they were bought out by IWD. IWD started using this dump because the Valleycrest Landfill was filling up and they were beginning to shut it down. He hauled wastes to the area he knew as the South Dayton Dump (not the SDD Site) for about a four-year period from about 1974 to 1978. IWD stopped using this dump when they opened a dump at Pennicoe Road.

- Exemption 6 - Personal Privacy said that he never hauled wastes to the SDD and he did not believe that anyone else at IWD did either. He said it would not have made sense as IWD would prefer to dump in their own landfills. He was aware that Dayton Steel hauled

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foundry sand to the SDD because he saw their trucks driving in there on a number of occasions in about the 1970's when he was in the general vicinity. He also saw GM or Delco Marine vehicles hauling skids to the SDD on several occasions in the 1970's.

Exemption 6 - Personal Privacy

provided further information regarding wastes he transported to the area he knew as the South Dayton Dump (not the SDD Site). He stated that he drove ten-yard lugger boxes containing greyish-colored sludges from GM waste water treatment plant facilities about once a day from each of their locations on Needmore and Delco on Woodman over about a four-year period from 1974 to 1978. He recalled the Woodman sludge wastes would go directly from the waste water treatment apparatus into a lugger. He also hauled ten-yard lugger boxes with sludges from Harrison Radiator about twice per day over this same period and from Dayton Tire and Rubber about 2-3 times per week. Harrison temporarily put these sludges into a pit before they were extracted and put into a lugger. He was aware that the dump charged about three times the normal price to dump these type of wastes. There was not any particular place these wastes were placed at this dump. It would just go wherever other wastes were being placed that day. He said there were other companies that he hauled wastes from to this location. However, he could not provide details as to their identities, the materials hauled or the frequencies.

GM eventually sent these sludge wastes to their own landfill in the northwestern part of the U.S. The Dayton Tire facility eventually closed down.

Exemption 6 - Personal Privacy

OH 45440,

Exemption 6 - Pers

Privacy

Interviewed by telephone on May 19, 2005; Date of Report: May 20, 2005

Exemption 6 - Personal Privacy

stated that he was getting ready to go out of town. He would not consent to a personal interview. He worked at the GM Delphi plants from about 1966 to 2002. He worked primarily at the Wisconsin Road facility. He initially worked in various clerk and maintenance positions. For about a two-year period from 1977 to 1978, he worked as a salvage foreman. This was the only position he held in which he was aware of the company's waste disposal practices. He subsequently worked as a maintenance supervisor.

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- ▶ The physical location of the SDD was described to [Exemption 6 - Personal Privacy]. He said that there were two GM truck drivers, one at the north facility and one at the south plant, that were primarily responsible for transporting company wastes to the SDD. The individual working from the north plant had a last name of Childers. The person at the south plant was Don Kelly. This dump was used because of its close proximity to the south plant. He believes GM may have had a contract with the SDD based upon vague recollections of invoices he may have seen. Each facility typically had a rolloff open-box container that would take several days to fill up with garbage. Approximately 1-2 trips to the SDD were made from each facility on a weekly basis. Waste was primarily skids, scrap wood and iron which he described as old equipment such as typewriters, desks and possibly small machinery. He rode along with one of the drivers on one occasion and recalled that there was a trailer at the site where the drivers would check in. He could not provide further information about the site, where material was disposed at the SDD, and the check in procedures.
- ▶ [Exemption 6 - Personal Privacy] said asbestos waste, from the brake pad manufacturing process was disposed in rolloff containers that were emptied at a dump located on Cardington Road off of S. Dixie Highway and/or a dump located at Pennicoe Road. He had been trained as an asbestos removal supervisor. He could not provide information about the disposal of plating wastes or material that was processed through the company's waste water treatment plants. Individuals at the Wisconsin Road facility who were in charge of the waste water treatment plant included Ken Bates and Ron Delade. There was an unknown company that GM contracted to remove waste oil from the facilities. He did not know where the oil was disposed.
- ▶ Shavings from the manufacturing of aluminum ball bearings were bundled in "hay bails" and sold to an unknown company for recycling. Scrap iron was sent to Franklin Iron and Metal in later years.

[Exemption 6 - Personal Privacy]

Dayton, OH 45424,

[Exemption 6 - Personal Privacy]

; Interviewed at his residence on May 19, 2005; Date of Report: May 20 2005

- ▶ CI Arkell left a business card at the home of [Exemption 6 - Personal Privacy] on

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May 18, 2005, and met with him and his wife the following day. [Exemption 6 - Personal Privacy] said he had met with a WM attorney, Steve Siegel, who advised him that it was alright to talk to CI Arkell. Mr. Siegel also advised him that he could provide copies of his transcribed testimony from depositions he had given several years ago in the matter of the Valleycrest Landfill.

[Exemption 6 - Personal Privacy] stated that he worked at IWD and its successor companies from about 1966 to 1994 for a total of about 28 years. He and other drivers have suffered from a variety of ailments he attributes to the handling of hazardous materials over the years. [Exemption 6 - Personal Privacy] was shown a map of the SDD. He said that he never hauled any waste into this landfill. He saw Dayton Power and Light vehicles transporting skids to the SDD. He is unaware of IWD drivers using this landfill. [Exemption 6 - Personal Privacy] stated that he knows the name South Dayton Dump to be for a landfill that is farther south off Dixie Highway. He pointed out the same approximate area on the map that [Exemption 6 - Personal Privacy] had referred to. CI Arkell asked if [Exemption 6 - Personal Privacy] could identify companies and wastes associated with the dump he knew as the South Dayton Dump. He began to name a few but then stated there were so many that it would take him two weeks to go through them all. He said it would be easier to just turn over his deposition transcripts because the information regarding all of his disposal activities is contained in them. CI Arkell provided a written receipt for these documents and advised they would be returned by FedEx within about the next two weeks.

[Exemption 6 - Personal Privacy] stated that he was interviewed by representatives from North American Security Solutions, Inc (NASS). He provided a business card for them showing an address of 2844 E. River Road, Dayton, OH 45439, (937) 890-4300. He had provided deposition transcripts to them for their review and they were returned to him. He said they would be returning to ask him followup questions. NASS Field Representatives Vicki Stapleton [cell (937) 673-7620] and Larry Kincaid [cell (937) 673-7664] arrived and introduced themselves. They are both former Dayton police officers. They have been hired by an out of state law firm by the name of Pepe and Hazard. The particular attorney they are working for is "Karen." They would not identify the company that was represented by the law firm, although, it was subsequently determined to be Illinois Tool Works (ITW). They have recently been assigned to work on

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identifying waste handling practices at the SDD. They have been interviewing former IWD drivers during the past several weeks. They were only recently given a photograph of the SDD site by the law firm they are working for. They had not been using maps or photographs to clarify the locations of the SDD site with the witnesses they had interviewed. They have realized that information they had gathered from the witnesses may not have pertained to the SDD. Rather, it appears to involve another site located to the south off Dixie Highway as confirmed by [Exemption 6 - Personal Privacy].

► [Exemption 6 - Personal Privacy] identified the Groves dump, located south of the SDD at E. River Road and Vance, where he transported refuse. He identified Larry Brannon as his former supervisor at Container Services where they worked before IWD.

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Vicki Stapleton, Larry Kincaid, Field Representatives, North American Security Solutions, Inc. (NASS), 2844 E. River Road, Dayton, OH 45439, (937) 890-4300. Conversation at the home of Joseph Smart on May 19, 2005, and telephonic conversation on May 23, 2005.

The field representatives identified the following witnesses and information as noted. Notations regarding (attempted) contacts by CI Arkell are also indicated.

- ▶ **Exemption 6 - Personal Privacy**, Englewood, OH, 45322, **Exemption 6 - Personal Privacy**: Contact not made by NASS. On May 16, 2005, CI Arkell left a card at his residence and subsequently received a telephone call from WM counsel advising to coordinate any contact with the company since he is still employed there.
- ▶ **Exemption 6 - Personal Privacy** Hamilton, OH 45011: Former IWD driver who has no knowledge of wastes brought to the Site per NASS.
- ▶ **Exemption 6 - Personal Privacy** Dayton, OH 45430 **Exemption 6 - Personal Privacy**: Still employed by WM per NASS. CI Arkell left a card at his residence on May 17, 2005, and retried the home unsuccessfully on May 19, 2005.
- ▶ Billy R. Wagers, Sr., 2511 Neva, Dayton, OH 45414, (973) 274-9053: Former IWD driver. He does not have knowledge about wastes hauled to the SDD per NASS. He is very ill and had a brother by the name of Franklin Wagers who died in a garbage truck accident.
- ▶ Vernon Vencill, 3115 Meyers Tillman Road, Dayton, OH 45304, (937) 548-2454: Per NASS, 28-year former IWD employee who stated he was unaware of IWD transporting wastes to the Site. He also worked for his father-in-law, Henry Alvin Parsons, from 1962-1965 in his asphalt and concrete business. Mr. Parsons died in 2001. Mr. Vencill transported asphalt and concrete waste to the SDD during his employment with Mr. Parsons.
- ▶ John Hogue: Former IWD driver who is deceased.
- ▶ James L. Harris: Deceased.
- ▶ Terry Wilmer: Former IWD truck driver. Per NASS, he was uncooperative.
- ▶ **Exemption 6 - Personal Privacy**: Per NASS, Former IWD truck driver.
- ▶ **Exemption 6 - Personal Privacy**: Per NASS, former IWD truck driver.
- ▶ Gary Fournier: Per NASS, former IWD truck driver.
- ▶ **Exemption 6 - Personal Privacy**: Per NASS, after looking at a map, stated that he definitely did not haul to the SDD Site.
- ▶ **Exemption 6 - Personal Privacy**: Current IWD truck driver per NASS.
- ▶ James Ritchie: Former IWD truck driver now living in Kentucky.

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- ▶ Larry Cornett, Jr.: Per NASS, he was unaware of wastes brought to the SDD over about the past 20 years. His father, possibly Larry Cornett, Sr., may have further information about the SDD. On or about May 18, 2005, CI Arkell left a business card with a secretary at the business of Larry Cornett, 2000 Sandridge Drive, Dayton, OH.
- ▶ Russell A. Gilmore, 813 Lincoln Woods Court, Kettering, OH: Per NASS, former truck driver for Peerless Transportation who does not have any information about wastes hauled to the SDD.
- ▶ William H. Bines, Assistant Director, Montgomery County Health Department (per NASS).
- ▶ Joseph Sepeck: Per NASS, allegedly a small-time hauler who may have transported wastes to the SDD. He has a relative by the name of Steven Sepeck, 2676 N. Emerald, Dayton, OH, (937) 427-1222.
- ▶ **Exemption 6 - Personal Privacy** Per NASS, current employee of Delco Moraine.
- ▶ James W. Sprowl: Per NASS, current employee of Delco Moraine.
- ▶ Robert Young: Per NASS, current employee of Delco Moraine.
- ▶ **Exemption 6 - Personal Privacy** Springboro, OH 45066: Per NASS, former plant and maintenance supervisor at Dayton Walther.

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